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THE TIMES is a daily morning newspaper published in Los Angeles, California, at the corner of First and Main streets. It is published every day except on Sundays and public holidays. It is the largest newspaper in the city and is read by a large portion of the population. It contains a full and complete record of the news of the day, and is a valuable source of information to all who are interested in the progress of the city and the state.

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POINTS OF THE MORNING'S NEWS.

The Central Pacific Company preparing their defense for the Railway Commission. Santa Ana railway matters. Russia makes a formal protest against Prince Ferdinand. Emperor William's health improving. Argument in Surveyor Benson's case at San Francisco. An insane man found dead in a cell at Chicago. Woodland votes a special tax. The Pacific Railway Commission taking testimony in Portland, Or. Fires at Marysville, Modesto and Sacramento. Railway assessments in Arizona reduced. Two brothers murdered near Excelsior, Neb. Important ejectment suit in San Francisco. Anti-Chinese excitement at Fernside. Delegates opposed to Powderly elected from New York. Will of Levi Rosenfeld, of Chicago. Ives & Co. ordered to tell where their missing books can be found. Floods in the city of Mexico. Yesterday's baseball games. Law in Arizona as illustrated by John Dooley's case. Important Los Angeles land case to be tried in San Francisco. Large salmon shipments from Oregon. Answer of the Virginia State Republican Committee to the recent address of the Democratic managers. Defalcation at Sumpter, S. C. Vexatious litigation over land titles at Tombstone. Work on the Red River Valley road in Manitoba, going on in spite of the injunction. Stage and telegraph lines being established from San Diego to Ensenada. News from the Arctic. New York Socialists denounce George. Prize fight near New York. Southern Pacific issues an important tariff schedule. Narrow escape of an engineer from death in an Arizona mine. Cheaper rates probable to the Grand Army Encampment.

Political Preferences of Soldiers.

The letter of Gen. Rosecrans to the Grand Army of the Republic brings to the front again the question of whether a majority of the Union soldiers were Democrats or Republicans. We agree with the Chicago Inter-Ocean in claiming with confidence that the majority of the men who volunteered from strong Republican States were Republicans, and that a fair proportion of those from Democratic States were Democrats. But during the war the Democrats who favored the war drifted away from the Democrats who opposed the war and joined the Republican party, while the others made up what was known as the Democratic party. This was the party of Vallandigham and of McClellan, and it is known how the soldiers voted on the Democratic issues of that day. In the Ohio election of 1863, which occurred while the country was depressed by the defeat of Rosecrans at Chickamauga, the Ohio soldiers in the field cast 41,467 votes for Brough, the Republican candidate for Governor, and 2288 for Vallandigham, the Democratic candidate. When the result was known in the camps of the Army of the Cumberland the soldiers cheered as one man. There were no Vallandigham Democrats in the army commanded by Gen. Rosecrans, and rumor had it that if the army had been defeated at Chickamauga, Rosecrans would have been brought forward as a candidate for Vice-President, on the ticket with Lincoln, as square-toed a Republican as ever lived. In the Presidential election of 1864 eleven States permitted their soldiers in the field to vote, and the political preference of the soldiers were pretty clearly indicated. McClellan was a great favorite with the soldiers, and he carried more than the strength of his party. In the Army of the Potomac a great many Republican soldiers voted for him. Certainly he was as strong a candidate as the Democratic party could have put forward to capture the soldier vote. Here is the record:

State.	Lincoln, Clellan.
Maine	4,174 841
New Hampshire	2,076 640
Vermont	243 240
Pennsylvania	23,102 12,446
Ohio	11,146 8,757
Kentucky	1,104 2,823
Michigan	4,042 2,069
Iowa	15,178 1,364
Illinois	10,723 2,408
Kansas	2,576 641
California	2,000 287
Total	119,763 34,391

These figures indicate fairly the political preferences of the soldiers while in service. The fact that the new States, which received the greatest number of soldier homesteaders, like Kansas, Iowa and Nebraska, have remained steadily Republican, and the fact that the great soldier commonwealths, like Pennsylvania, Ohio and Illinois, have been with the Republicans, will leave a narrow strip on either side of the middle of the street for the divided politically about as they were.

Mr. Fairchild went on to say that work would be prosecuted with all the energy of which he is capable, and that he had but little doubt that it would be completed in good season. While they were the right to entirely blockade the streets, and that they were not to be taken out of the way, he would have no complaint at this, however, he would complain that this work was in hand earlier and completed by the time the work was done.

"What part of the work are the companies responsible for?"

"They have to pay for the space between their trucks and two feet on either side. This will leave a narrow strip on either side of the middle of the street for the divided politically about as they were."

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SETTLERS MUST GO.

The full benefit of her new railroad facilities will not of course be felt until the line is completed, securing Santa Barbara an all-rail outlet up and down the coast, thus giving her transcontinental connections. This will come in good time. The Southern Pacific will push its undertaking; it cannot, in fact, afford to delay the work. Some heavy work will be encountered west of Santa Barbara, along the sea slope, and in the Gaviota Pass, a narrow cliff in the Sierra Santa Ynez, through which the road must pass. It is, in fact, the only pass in the range between the River San Buenaventura and Point Conception, a distance of sixty miles. When this remarkable rift in the mountain range shall have been put behind him, the iron horse will leave the sea slope and penetrate the interior, pushing his way through northern Santa Barbara and San Luis Obispo counties, and so on to a connection with the main Southern Pacific line in Monterey county. The enterprise is a good one for the projectors and the coast.

A Sirocco Long Drawn Out.

A hot voice from Southern Ohio, speaking through the Portsmouth (O.) Blade, gives utterance to the above wall, and illustrates the atmosphere in that region by the following description: The past six weeks will go down in history as a period of remarkable weather, which, as a whole, has not been surpassed in this latitude, and it may be hoped never will be. A period during which the occasional fall of the thermometer into the eighties was welcomed as a grateful relief; when the only change from the fierce sun by day and the sweltering atmosphere by night has been but momentary, as it were; when the average of the thermometer has been higher than for fifteen years, while the humidity which felt like a Russian bath was never equaled, have given suffering humanity an experience that it will not be desirous of repeating. The look back on it all and bid good-by to the past with little grief, and bracing against a good strong sunbeam for the present, we look forward to the remainder of dog days with content hope that it can be no worse than its predecessors, and may possibly be better. This is the story from all parts of the East; and no wonder those who can get away are flocking to Southern California, where there are no sunstrokes, no cyclones and no sultry, enervating weather in summer, and no icy gales or dreary snow-storms in winter. Every night here this summer it has been pleasant to sleep under blankets, and during the hottest days a refreshing sea breeze made the temperature in the shade delightful.

An English surgeon claims to have discovered the cause of clergymen's sore throat. No other speakers are affected in this way, and he has come to the conclusion that the malady is induced by speaking down to a congregation from an elevated pulpit, thereby depressing the vocal organs and causing irritation and congestion. A religious authority, the Living Church, thinks that if clergymen would hold the head erect and speak up they would never have throat trouble, and even if already suffering to some extent they may cure themselves by speaking in a right position. There are bad habits of phonation, breathing, etc., which a good teacher can easily correct, but the bending forward of the head and hanging over the sermon while reading it is worst of all, and any man can correct himself in it. We commend the reform to the gentlemen of the pulpit.

The London Saturday Review, owned by a leading Tory member of Parliament, and said to be edited by gentlemen for gentlemen, has been indulging in a little sensationalism recently at the expense of English women. The following is its description of the young English married ladies of the first families:

Many young married ladies are eaten up entirely by the craze for society, and it does not seem to enter into their brains that they have duties as wives and mothers. Some even openly avow that they do not care at all for their children, and that they are a necessary evil. They fall to lavish the ordinary care and love that is due to the animals. Notoriety is the prevailing fashion, and it is considered a great thing now to be seen in the music-halls and restaurants, and to be the subject of conversation, and not to have read any book that is more indecent than usual is to be out of the fashion.

Lady Colin Campbell, who figured recently in the divorce courts, testified that she wrote articles for the Review.

The Sacramento Bee has got hold of a boomer from Wichita, and is making the most out of him, evidently trying to "steal the trade" from the Kansas "jour." The Oakland Tribune takes the Bee up and says:

Oakland is better entitled to a boom than any of these country towns now making so great a bother without any particular reason. You can never make much out of an agricultural, inland village; but the great railroad centers and the cities on tidewater own the boom. Oakland is a city, and it is entitled to a boom.

This seems to have an oblique reference to Sacramento, which is evidently meant by the allusion to "an agricultural, inland village." We await war news from the capital.

STATE AND COAST.

Petaluma is out of debt.

The Butte County Infirmary has 72 inmates.

Bricklayers in Riverside are getting \$6 a day.

A State Press Club has been formed in Oregon.

Nevada is coming forward as a fruit-growing State.

The Fresno Athletic Club has a membership of sixty.

Hunters near Woodland have been killing female deer.

Over \$8000 of the Sacramento boom fund has been subscribed.

Large quantities of California fruit go by water to Oregon towns.

Colusa county is preparing a fine fruit exhibit for the State Fair.

The Santa Cruz Daily Sentinel is printed on paper imported from Germany.

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The full benefit of her new railroad facilities will not of course be felt until the line is completed, securing Santa Barbara an all-rail outlet up and down the coast, thus giving her transcontinental connections. This will come in good time. The Southern Pacific will push its undertaking; it cannot, in fact, afford to delay the work. Some heavy work will be encountered west of Santa Barbara, along the sea slope, and in the Gaviota Pass, a narrow cliff in the Sierra Santa Ynez, through which the road must pass. It is, in fact, the only pass in the range between the River San Buenaventura and Point Conception, a distance of sixty miles. When this remarkable rift in the mountain range shall have been put behind him, the iron horse will leave the sea slope and penetrate the interior, pushing his way through northern Santa Barbara and San Luis Obispo counties, and so on to a connection with the main Southern Pacific line in Monterey county. The enterprise is a good one for the projectors and the coast.

A Sirocco Long Drawn Out.

A hot voice from Southern Ohio, speaking through the Portsmouth (O.) Blade, gives utterance to the above wall, and illustrates the atmosphere in that region by the following description: The past six weeks will go down in history as a period of remarkable weather, which, as a whole, has not been surpassed in this latitude, and it may be hoped never will be. A period during which the occasional fall of the thermometer into the eighties was welcomed as a grateful relief; when the only change from the fierce sun by day and the sweltering atmosphere by night has been but momentary, as it were; when the average of the thermometer has been higher than for fifteen years, while the humidity which felt like a Russian bath was never equaled, have given suffering humanity an experience that it will not be desirous of repeating. The look back on it all and bid good-by to the past with little grief, and bracing against a good strong sunbeam for the present, we look forward to the remainder of dog days with content hope that it can be no worse than its predecessors, and may possibly be better

THAT WRECK.

NARROW ESCAPE OF A TRAIN NEAR CAMULOS.

The Engine and Three Cars Derailed. Two Passenger Coaches Turned Over—Several Passengers Hurt—All Have Wonderful Escapes.

On last Sunday afternoon about 3 o'clock, the regular passenger train from Santa Barbara, bound for this city, was wrecked at a point fifteen miles north of Newhall. The train consisted of six passenger coaches, including a Pullman sleeper, besides the smoking and express cars. The cause of the accident was the spreading of the rails as the locomotive was making a curve, wending around the foothills in a bend of the Santa Clara River. The embankment is about twenty-five feet high, and as the locomotive reached a culvert at about the center of the curve, the fore end of the train was sufficient to separate the rails, throwing the engine and coal tender of the track. After a few revolutions on the ties, a gentleman in the fourth passenger coach pulled the bell-rope, and simultaneously the air-brakes were put on, and the engine was stopped within a distance of about 100 yards—being derailed at the brink of the embankment. Had it gone twenty feet further it would have undoubtedly rolled over and perhaps set fire to the train. The baggage and express cars, immediately behind the tender, rolled down the embankment, turning over on the side. Wells-Fargo's engine, named White, the baggage-man and his wife, were in the express car. The baggage-man climbed out of the top side and assisted his wife out, and the express-man escaped out of the top of the uppermost car into a deep cut in the embankment, and came out of the tunnel about twenty feet distant, neither of the three being injured. L. I. Baen, recently from London, who is the smoker, and as it turned he caught a frightened passenger who was attempting to jump out of the window. The man fell back upon Baen, who lost his hold, and the passenger was thrown violently against the side of the car, the stove falling upon him, but the force of the blow struck against a seat, and Baen escaped with only a bad cut over the left eye and a few bruises. C. M. Bradford, of New York, who is visiting his brother at Pasadena, was in the Pullman passenger coach, and was thrown against the opposite seat, and then from one side to the other as the coach turned, inflicting painful wounds and perhaps internal injuries. Dr. Harkness, who attended him, thought his right ribs were slightly fractured. C. C. Sweet, of Michigan, who was in the same coach was wounded in the left shoulder, his ribs being perhaps the most serious of all. R. P. Waite, of East Los Angeles, a nephew to Mr. Berry, of the Herald, sustained a slight cut over the forehead; and Mr. Berry, of the Herald, was slightly bruised in the small of the back by being thrown against the side of the car.

The first passenger coach was tipped over at an angle of 45°, with the front wheels off the track facing down the embankment, and the rear wheels switched around across the track in the opposite direction. The second passenger coach was careened at an angle of about 30°, the other two remaining coaches having been merely derailed. The entire six cars pursued an ugly zigzag line, with the smoker and baggage cars lying flat on their sides down the embankment. Those in the reclining and Pullman coaches scarcely knew of the danger until it was over.

There were about 150 passengers on the train, and considering the confusion and danger, the escape from greater injury and loss of life may be considered as marvelous. About half an hour after the accident a freight train with men and implements came up, and work was begun in clearing the rails from the track. And in a few moments the San Francisco excursion train from Santa Barbara came up, with medical aid furnished by the men who were not too excited to eat were refreshed with dinner.

INCIDENTS OF THE ACCIDENT.

In addition to those mentioned, there were several passengers from this city, but none others were injured. Among those on the train were Mrs. J. Marion Brooks and two children, Mrs. Sam Nicholas, 70, of San Francisco, guest of Mrs. Brooks, and J. M. Scanlan, editor of the Santa Paula Graphic. About fifteen minutes before the accident a lady remarked to a gentleman: "Are we not going rather fast?" He replied: "This is a solid track." Just as the wheels struck the other lady lady remarked to her escort: "What is that?" Not wishing to create alarm, he did not answer. She screamed: "We are off the track; where are my children?" and started for the door. Her escort placed his hand across the seat, barring the way, and with the other firmly held the excited lady until the cars were derailed and stopped, then led her to the door and assisted her off instantly, thinking perhaps the car was on fire. As the train was running at the rate of about twenty miles an hour when it first jumped the track, had any one been permitted to jump off fatal injuries would have been doubtless resulted. Five minutes after the wreck the amateur photographer who haunts excursion trains was "taking a sketch from life."

As soon as little Ethel Brooks received her hat, she remarked, with a touch of reproach: "Mamma, this is what happens to people who go anywhere on Sunday." The lies on the track for fifty yards were split into fragments by the wheels, and furnished bonfires for the construction men. The man who was in his bones that something was going to happen, was numerous, and the stories that were told of experiences in railroad wrecks, would discount the tallest fish-stories on record.

The most disgraced passengers were the Chinamen, who had presence of mind enough to swear in English, saying: "Lairdroad hoop, no dam good."

Among the notable passengers on the train were W. W. Morrow, of San Francisco; Dr. Harkness, of the San Francisco Academy of Sciences; John B. Stetson, Capt. Byrnes and Crittenden Thornton, of San Francisco.

A MISFIT.

He Was Gormley, but Not the Rape Friend. Quite a sensation was caused among police quarters yesterday afternoon, at the announcement that the much-sought-for rape-fiend had been arrested.

Officer Cates was told by some one that there was a man on Los Angeles street acting very suspiciously. Arriving where the man was, Cates found him somewhat under the influence of liquor. When asked his name he stated that his name was Gormley. The officer of course thought that he had a "scop," and took the man in. The man proved to the satisfaction of all that he resided in the country, was an honest farmer, and that his name was spelled Gormley, not Gormies, as the fiend spells his name. No marks were

found on his arm, and of course he was the wrong man and was allowed to go his way, disappointing all who had expected the bringing to justice of the perpetrator of a most fearful crime.

The Courts.

In Justice Austin's court yesterday, the case of Joe Cassulo, for impersonating an officer, was set for August 23d, at 3 p.m. The case of Sarah J. Warren, for battery, was set for September 2d, at 9:30 a.m.

Cases of Charles Clarke and William Best, for grand larceny, were set for August 23d, at 2:30 p.m. The case of George Miller, up for disturbing the peace, pleaded guilty, and will be sentenced August 23d.

Case of Sid Lacey, for assault with a deadly weapon, was set for August 27th, at 11 a.m.; bail \$150.

Cases of Dennis McIntire, for assault with a deadly weapon, was set for August 27th, at 9:30 a.m.; bail \$500.

Case of Francisco Ballesterro, for assault with a deadly weapon, was set for August 24th, at 3 p.m.; bail \$3000. Committed.

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CHARLES SHELLING, For Committee on Wilson Library, Alhambra, Cal., August 30, 1887.

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Prospective purchasers of land and town lots in the Cooperative Colony tract, desiring to visit the land, should take the 9:40 a.m. train from Los Angeles to Compton. At Compton they will be met by the colony's carriage, and conveyed to and over the tract of the colony. Returning to the city, they will ride back to Compton in time for the incoming train. Call at the colony office before starting, and procure tickets for the carriage ride.

Rooms 3 and 4, Newell block, West Second street.

How to Tell a Bargain.

Whenever you can buy lots for less than you can buy acre property by the side of the lots, then you get a bargain. I can sell you lots in the Hafen tract, Central avenue, and prove this to be a fact. Remember this is an extra fine tract and the owners are sparing no pains to make it as fine as Figueroa street. Still we offer lots for \$750, near the heart of the city. Do not fail to call and see about it. Arthur G. Newton, 118 W. First street.

A Chance for Everybody.

In acre property at Florence, with plenty of water. With improvements, with prices \$1000 per acre adjoining. Call Saturdays at 1 p.m. and see it. Divided into five and ten-acre pieces. Sold for one-fourth cash, one-fourth in six months and balance in a year. The land can be had for \$450 per acre upwards. Three miles from Los Angeles city limits. You can double your money. Yours respectfully, Chas. Victor Hall.

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Miscellaneous.

NOTICE TO LADIES. LADIES' straw, chip, and ribbon hats, made to order, at Mrs. Mockridge's, No. 34 Third st., between Spring and Main.

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The Mirror Premium

1950

\$22.00 for a \$75.00 High-Arm Sewing-Machine
AND THE WEEKLY MIRROR.

THE MIRROR

Perfect and Improved High-Arm Sewing-Machine

This machine and WEEKLY MIRROR, postage paid, for one year.
 This machine is the first of its kind ever offered the public at factory prices, and cannot be
 bought from agents for less than the regular selling price, \$75. It is the high-arm pattern, has
 self-setting needle; cannot be run backward; has automatic cut-off for driving belt, which pre-
 vents it from being run backward, thus avoiding all dangers of breaking thread or needles. It
 is a noiseless, light-running machine, accompanied by an illustrated book of instructions that
 makes everything so plain and simple that any lady or child can master it. We call it the **MIR-
 ROR HIGH-ARM SEWING MACHINE**, and we warrant it to give full and entire satisfaction in
 every case, or it may be returned to us within ten days after the subscriber has received the
 same, if it fails to be as represented, at our expense, and the money will be refunded.

The above cut represents our HIGH-ARM MIRROR SEWING MACHINE, the very latest Improved machine of the high-arm style: a complete embodiment of all the most recent improvements of the sewing machine mechanism: a model selected by us after a careful and critical examination and test of the various models of the same kind.

Having arranged with the manufacturers to supply us with these machines in large quantities for spot cash at or very near first cost, we can save our subscribers at least \$35 on the price of each machine. As this is the first time a sewing machine of this character has been offered to the public at about manufacturer's cost, we feel confident our readers will promptly take advantage of this opportunity to provide themselves with first-class high-arm machines, which obtain the highest commendations of the most experienced and skillful operators.

We could fill several columns expatiating on the merits of this high-arm machine, but to save the reader's patience we will simply say that it contains all the modern improvements, it is

strong, simple, durable, light-running and noiseless.

OUTFIT—Each machine is supplied with the following outfit: One Hemmer and Feller (one piece), Twelve Needles, Six Robbins, One Wrench, One Quilting Gauge, One Screw Driver, Oil can filled with Oil, Cloth Gauge and Thumb-screw and a Book of Directions. The following extra equipments are also furnished free: Ruffer, Tucker, Binder, Set of Wide Hemmers and Shirting.

The regular retail price of this machine is \$75. Our price with a year's subscription to the WEEKLY MIRROR is only \$62.

Knowing the character of the machine and the high grade of material and workmanship

entering into its construction, we have no hesitation in agreeing to return the money at once to any subscriber who is not fully satisfied on examination that our high-arm machine is fully equal to our representations, we paying freight on return of the machine.

CAUTION—Sewing machine agents will tell you, "Beware of Cheap machines." We tell you buy the high-arm machine on trial, and if not satisfactory return it. No agent can sell you a better machine for less than \$75. Each part of the machine is fitted with such exactness that no trouble can arise if any part is broken, for a new piece can be supplied with an assurance of perfect fit.

The High-Arm Machine is carefully packed and shipped by freight from Chicago.

Freight charges are to be paid at point of delivery by the subscriber.
Give shipping directions plainly, as well as the postoffice address the paper is to be sent to.

THE LOS ANGELES DAILY TIMES—Any person desiring the Daily and this Sewing Machine can have the same by mail for \$29.

HOW TO ORDER.

When you remit us the \$29 for the Machine and WEEKLY MIRROR one year, write plainly the point the machine is to be shipped to, as well as the postoffice the paper is to be sent to. The machine should be ordered to the nearest railroad point where the railroad company has an agent stationed, and the name of railroad station, the county and State should be stated. When \$29 is sent for the WEEKLY MIRROR one year and the machine, the freight charges

We would advise subscribers to order machine sent by freight, as the freight charges are about one-third to one-fourth of express charges; and while the time taken in the carrying of the machine is a little longer, they go just as securely and safely as by express. The machine will be shipped direct from the manufactory (Chicago), all set up ready for use. The money must accompany order. Address,

Call at Times-Mirror Office and Examine the Machine.

TESTIMONIALS:

"GIVING PERFECT SATISFACTION." | pleased with my machine, as far as I have

PASADENA Cal., Oct. 30, 1886.
Times-Mirror Company: The Times-Mirror Sewing-Machine is giving perfect satisfaction; in my opinion it is as good as any \$65 machine. I have not done any
 used it, and feel safe in saying that I have just as good a machine as if I had given \$65 for it. Shall advise any of my friends to try this before buying any other, as I think it is fully as good as represented. Very

heavy work on it yet, but I think it will do it all right. J. W. Ross, Pasadena, Cal.

"HIGHLY PLEASED WITH IT.
LOS ANGELES, Cal., Oct. 20, 1886.

truly, MRS. MARTHA ALLISON.
"RUNS LIGHT AND EASY—DOES ITS WORK WELL."
PASADENA, Cal., Nov. 29, 1886.

Times-Mirror Company: I can say in re-
gard to the machine that it is well liked.
It runs light and easy, and does its work
well. It is a very cheap machine at
price you furnish it. Yours truly,

age; does such excellent work; in fact cannot praise it too much, and would not take twice the amount it cost me. I am, yours respectfully, MRS. EDWIN BROWN.

THE MORE WE USE IT, THE BETTER WE LIKE IT."

PASADENA, Cal., Oct. 28, 1886.

Times-Mirror Company: I have used your sewing-machine since last July. The Sewing-Machine ordered from your company was received in good order, and Mrs. Parcel says it is equal to the best of any other kind she has ever used. Very respectfully,
WM. T. PARCEL.

more we use it the better we like it. On fine and heavy work it is splendid. We have tried the attachment. In fact, it goes ahead of your advertisement so far.

MRS. S. A. WARE Pasadena, Cal.

"PROVES SATISFACTORY."
 SAN GABRIEL, Cal., Oct. 25, 1896.
Times-Mirror Company: The sewing machine we received through your office

"LIKES IT BETTER THAN THE \$125 SINGER."
LOS ANGELES, Cal., Aug. 1, 1886.
Times-Mirror Company: The machine gives entire satisfaction. My wife proves satisfactory. Truly yours,
W. F. BEADLEY.
"WIFE THINKS IT THE BEST SHE EVER USED."
DUSTIN CITY, Cal., Nov. 3, 1886.

likes it better than the \$125 Singer that it has replaced. Yours truly,
JOSEPH WILSON.
With Perry, Mott & Co.
"HOMER'S GUTTER STATION"

"GIVES GOOD SATISFACTION."
EAST LOS ANGELES, Cal., July 1, 1886.
Times-Mirror Company: We have the High-Arm Machine and use it for light family sewing. It gives good satisfaction.

Yours etc. S. W. TRUE.

"RUNS SMOOTH—AND SEWS EVERYTHING
BUT BUTTONS."

LOS ANGELES, Cal., Oct. 20, 1886.

Times-Mirror Company: The report from the chief engineer of the sewing-department of my domestic establishment is to the effect that the sewing-machine lately furnished by you for \$22 way inferior. They were at first afraid, as many are, no doubt, that it is too cheap to be first-class, but are now satisfied that it is as good as machines costing three or four times as much. Yours truly,

arrived in good order and in due time, and has given entire satisfaction. It runs lightly and with very little noise and performs to perfection all kinds of sewing work with the exception of buttons. Very

truly yours, Wm. P. WADE.

"TRIED 'EM ALL AND LIKES THE MIRROR MACHINE BEST."

LOS ANGELES, Cal., Oct. 29, 1886.

Times-Mirror Company: Yours of the 1st inst. received. Will say in reply that soon after I wrote you I discovered the cause of the trouble. The little tension screw in the shuttle had worked loose

Times-Mirror Company: My wife tried several \$75 machines, and chose the Mirror Premium Sewing-Machine as an equal to the best in the market, for *one-fourth of the money*. It is perfect in all particulars, and was nearly out, and the shuttle thread, in sewing fast, would catch on the screw and break. I tightened the screw and it now works like a charm; no more breaking thread or irregularity of stitch.

and admired by all who see it. My wife has been using it several months, and we both cheerfully recommend it to the public, as represented.

WM. L. PRICE,
248 Temple Street.

Very respectfully, L. A. MYERS.

"ONE OF THE BEST INVESTMENTS THERE
EVER MADE."

ORANGE, Cal., Oct. 22, 1886.

**"SAME IN WORKMANSHIP AND MATERIAL
AS THE HIGH-PRICED ARTICLE."**

LOS ANGELES, Cal., Oct. 21, 1886.
Times-Mirror Company: Having sold

hundreds of the Remington Sewing-Machines for \$65, which you are now offering with the WEEKLY MIRROR at \$22, I wish to say that the machine you offer is identically the same as the high-priced article runs strong and light, doing nice work. Any one needing a good machine I do not think can do better than invest \$22 in the machine and MIRROR. Respectfully yours
MRS. U. L. SHAFFER

"MORE THAN SATISFIED AND GLADLY RECOMMENDS IT."

"IS DELIGHTED WITH IT."
POMONA, Cal., Oct. 25, 1886.
Times-Mirror Company: The High-Arm

Mirror Sewing-Machine came in good time, in excellent condition, without scratch or blemish, and I am delighted with it.

"PERFECT IN EVERY RESPECT."

NORWALK, CAL., Oct. 20, 1886. It in the waste-basket please. As ever,
Times-Mirror Company: The High-Arm
 Premium Machine arrived in prime condition, and is perfect in every respect. Freight \$2.50, with first cost added, making
MARTHA M. SHAFFER
"EQUAL TO ANY \$65 MACHINE."
 LOS ANGELES, Oct. 19, 1886.
Times-Mirror Company: For the bene

of those who stand in need of a good sewing-machine, I will say, that after using the Premium Machine for about four months, I find it equal to any \$65 machine I have seen. Yours, etc.

Downey, Cal., Oct. 26, 1886.
Times-Mirror Company: I am very much,

1954

THE PORT BALLONA

IT IS INSPECTED BY THE BOARDING CITIZENS.

The Los Angeles and Santa Monica road, as it is called, runs through one of the most beautiful and fertile sections of Los Angeles county, and many lovely towns will be built up along its line. Nadeau Park, in the superlative vineyard, and the Port Ballona are already started. The road was in surprisingly good shape for one so new.

The party reached Ballona shortly after noon, and crossed the lake on a pontoon bridge of floating spiles. Here Hon. H. T. Hazard maintained that there was but four, his opponent was only four feet. Hazard promptly proved his point by jumping in and allowing them to measure high-water mark on his many forms. He was right. It was only four feet. Arriving on the ridge of sandhills which separates the harbor from the sea, the party repaired to an improvised pavilion, where Dr. Hazard and his guests were seated. At the champagne stage of the banquet remarks were in order. Louis Mesmer was called up, and he was the first to speak. He had always maintained that a perfect artificial harbor could be made at Ballona; but never could get any one to listen to him or help in the project until he met James Campbell, a veteran engineer, now president of the Ballona Harbor and Improvement Company. Mr. Campbell, upon hearing of the possibilities of the place, and labored intelligently and tirelessly to work out its manifest destiny. Mr. Mesmer had done his part in liberating the land.

President Campbell was called and modestly disclaimed an undue share of the honor of engineering the great enterprise, while thanking the guests for the honor they had done him, whatever credit was to be given should be awarded to the Ballona Harbor and Improvement Company, a corporation, its members are gentlemen of enterprise, energy, integrity and wealth, and they will carry the enterprise to a successful consummation. President Campbell then proposed the health of Gov. Stoneham, who spoke in very complimentary terms of the work.

Brig-Gen. A. Miles, Commander of this Department, was enthusiastic over the harbor. He said he was convinced that it was an assured success. It was a great undertaking as the Eads' jetties of the great St. Louis bridge. If the gentlemen who are building this harbor were doing such a work with the same energy, given titles and lands by the Government in recognition of their distinguished services to the public. He was inclined to think that when Ballona Harbor is completed, our Government will establish a military post there.

Further remarks, appreciative of the progress made and congratulatory to the company, were made by Eugene Germain, President of the Board of Trade, J. D. Lynch, of the Herald, and Peter Taylor, of the Los Angeles Times.

After the feasting and the speech-making the guests devoted themselves to closer inspection of the harbor, and the topography of the harbor and what is intended to be done there have already been fully described in these columns. The question of a military post, which the company has already expended makes an impressive showing in work done. A channel 300 feet wide has been dug through a range of sandhills from the lake to the ocean. The action of the tides has scoured every particle of sand from the channel, and swept it out to sea, so that at high tide there is nine feet of water in the channel, with a bottom of clay ballona. Along both sides of the channel, 400 feet long, have been driven for a distance of about 400 feet. These are bolted and bulkheaded, and wharves have been built on the ends, double line of wharves will be carried 300 feet to sea. One big pile driver is at work on it all the time. Another is driving on a similar wharf on the opposite side of the southern curve of the harbor inside. The huge steam dredger La Ballona, which cost \$48,000, and is the biggest on the coast, is moving into the harbor, and will be used to dig out 500 cubic yards of earth a day. This earth, in solution, is carried out through a twenty-inch discharge pipe, which turns it loose far out at sea. Later this discharge pipe will be carried ashore, and will fill up depressions and make land wherever wanted. The guests were all greatly interested in this unusual machine and impressed by its efficiency and vast power. Now that the railroad is completed, fuel can be shipped in, and the dredger will work faster than heretofore. An idea of its enormous capacity is had by remembering that in the huge cut-ditch on the Second-street canal in the vicinity of Hope street 30,000 cubic yards of earth was moved, the task occupying a large force of teams and scapers for months. For the Ballona dredger 30,000 cubic yards is but six days' work.

The railroad to Port Ballona will begin running regular trains—two each way daily—about September 1st.

The guests were unanimous in their expressions of gratification at the completion of the railroad and the substantial progress making in the creation of a great harbor—an enterprise which is, by common consent, one of the most important in the harbor on the county's welfare that was ever undertaken. As nearly as could be learned, inspection left no sceptics as to the success of the undertaking.

The return trip was made without special incident, the party reaching this city at 4 p.m., delighted with what they had seen, and with the courteous treatment given them by the company.

THE PARTY.

Following is the fullest list obtainable of the party to Port Ballona: Brig-Gen. Nelson A. Miles, U.S.A.; Dr. Freeman, of the Centennial ranch; Dr. H. S. Sinsbaugh, Counselman; Dr. W. Jones, Counselman; S. M. Perry, S. O. Brown, H. E. Cornwell, M. A. Newmark, S. M. Hughes, H. F. Lofschmidt, C. Daniels, H. T. McCabe, engineer in charge; J. C. Barron, J. S. Slauson, H. L. MacNeil, N. R. Vail, Louis Mesmer, J. Mesmer, George H. Burton and J. D. Lynch, of the Herald; H. T. Payne, of the Times; A. G. Lassell, E. H. Boyd, Peter Taylor, John Bernard, M. L. Wicks, S. P. Rees, Frank Sabetti, C. W. Meade, Joseph Johnston, C. H. Watts, C. F. Harper, J. Reynolds; Ed. Germain, M. D. Johnson, H. McLeelan, of the Pacific Coast Steamship Company; A. Wagstaff, of the Evening News; P. L. Ducas, John Puff, C. S. Bosworth, M. Whaling, J. S. Chadwick, Charles Stinson, Oscar Baer, H. F. Woodcock, T. T. White, J. F. Scott, Edward Records, Melville T. Whitaker, J. F. White, John Lewis, John L. Truitt, Eugene Germain, Vice-President Board of Trade; S. B. Lewis, President Board of Trade; M. D. Johnson, Treasurer Board of Trade; L. B. Reddy, George E. Dickson, L. J. Matthews, Col. R. T. Baker, J. S. Goodman, J. M. Anderson, J. J. Brown, J. F. Fleishman, H. C. Wade, J. S. Haines, Superintendent of the Western Union Telegraph Company; H. C. Billings, William Moore, Theodore Frohling, William Kelly, George Dalton, L. C. Newton, J. E. Davis, A. H. Bush, William Short, Robert Hardie, George Eades, Alphonse Mesmer, Judge W. S. Van Dyke, W. W. Seagans, Harvey Lindley, R. Gott, Assistant Superintendent California Central Railway; L. Loe, French Consul Agent; Gov. George Stoneman, Gen. E. B. Boutwell, A. H. Ripley, J. C. Foy, H. J. Har, James Velsir, C. T. Healey, W. F. T. Hughes, F. Engles, Walter S. Moore, F. T.

WANTED—50 LABORERS AT 25 CENTS A DAY. For work on the Port Ballona. Apply to the Port Ballona Harbor and Improvement Company, 100 N. Main St., Los Angeles.

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THE JUBILEE.

SANTA BARBARA'S WELCOME TO THE WORLD.

Last Saturday's Splendid Celebration—Held at the Coming Iron Horse—Marking the Beginning of an Era for the Town.

[The following letter was obtained in the late railroad wreck near Camulos Sunday night.—Ed.]

SANTA BARBARA, Aug. 20, 1887.—[Special Correspondence of THE TIMES.] Santa Barbara opened her gates yesterday to the great outside world, and the world came in—came with the thunder of the iron horse, the rush of the long, heavy-laden train, the crowding throng of passengers, driving silence forever from her streets, and filling them with the fresh, turbulent, active life that marks the new era of progress that has come to Southern California. No more the Spanish don or señor shall sit dreaming beneath their vine and fig-tree, or in the cool shadow of adobe walls under the roof of broad verandah; or the patient donkey bear his burden through quiet streets, or the spirited bronco drag the heavy stage through the mountain passes, for the very locomotive has set the very air to pulsing, and today Santa Barbara is alert, full of life, and turning the cold shoulder to romance, is giving her attention to the subdivision of ranches, the sale of corner lots and real-estate business in general.

The old past has faded, and the life of today is throbbing in her veins. Her streets are bright with electric lights, her people shout to her through the telephone and send her messages over her wires, and comes sweeping with a cyclone of revolution along the iron rails that glide her. At 5:35 on Friday afternoon Santa Barbara welcomed her first passenger train, which consisted of a locomotive and tender, one baggage car, six day coaches and two sleepers, bringing altogether about three hundred passengers. Santa Barbara was out on mass to receive it. It was a triumphal spectacle. Years of patient waiting and anxious working were ended, and the oncoming train was watched by a vast crowd of people who had gathered upon the principal business streets to wait its coming. On it came across the fair levels beside the sea, sweeping across a portion of the old race-track, and touching the edge of the estero flats, rolling grandly onward, and at last stretching its long length between the cotton and orange blossoming gardens. Lo! the great steaming monster at its head halted where Gutierrez and State streets intersect, and where the crowd had gathered to cheer it as the harbinger of progress and prosperity. This train brought passengers from San Diego, Los Angeles, Ventura and Carpinteria.

At 5:45 the echo of another incoming train was heard, and again great crowds gathered to give it welcome. This was the excursion train from San Francisco, consisting of a kitchen car, a Denison day car, six Pullman sleepers and a car assigned to the Presidio Band.

In the evening Santa Barbara's first open-air concert was given at the beautiful Arlington grounds, which were almost as bright as day in the brilliancy of the electric light. The rose-curtained porches about the hotel, and the green lawns, sweet with the perfume of the orange blossoms, were soon filled with listening guests. It was a brilliant scene, and the programme rendered by the Presidio Band was delightful.

A magnificent banquet was also given at the Arlington to the distinguished guests. One hundred and two covers were laid, and it was a banquet that would have done honor to old Rome in the days of her greatest luxury and splendor. The tables were arranged in the form of three sides of a hollow square, and flashed with the brilliancy of solid silverware, cut glass and costly china. Over all was the glow of the electric lamps, which every shining point of glass and the gleaming silver reflected. Not less attractive than all this costly glaze were the beautiful floral designs, so appropriate and suggestive of the events which the banquet commemorated. In the center of the main table, directly in front of the president, stood a floral representation of the Santa Barbara depot, with the name floating from the flagstaff. Through the depot ran a magnificent floral train of cars, consisting of a locomotive, tender and four passenger cars; the whole being over six feet long. In the center of the right side-table was the old steamer Orizaba in Santa Barbara's choicest flowers, flying the pennant of the Pacific Coast Steamship Company. The boat was over 200 feet long. On the corresponding table on the other side was a floral yacht representing the Santa Barbara Yacht Club, loaded with a cargo of Southern California fruits. At intervals along the table were distributed tropical and flowering plants, and hiding the door leading to the kitchen was a huge screen, formed of growing palms, bananas and tropical plants. The various courses were served by a corps of well-trained waiters, who worked at the sound of the bell. It was nearly 10:30 o'clock when Judge Charles Fernald, who presided, called upon Rev. Dr. Barrows, of San Francisco, who said grace, after which the following bill of fare was discussed:

Huitres Fraiches.
Potage aux Quenelles de Volaille.
Canapes d'Ancholes aux Olives. Farces.
Salade de Crevettes.
Saumon Bouilli, de la Goussier.
Galantine de Canard a la Belle-Vue.
Fillet Mignon d'Aloyau, a la Godard.
Pommes de Terre a la Duchesse.
Petites Bouchées a la Bechamel.
Supreme de Volaille, a la Royale.
Poulet a la Maitre d'Hotel.
Terrapene, a la Maryland, en Caisse.
Duchesse d'Imperial.
Cotelettes de Filet, Sauce Vandoise.
Fomates Farces.
Canards Rôtis a la Mode.
Creme Froide au Vin Blanc.
Grâce, a la Vanille.
Pices Montees on Pastillage.
Cassolee Ornee.
Bartons d'Amandes.
Gâteaux Variés.
Coeurilles de Fruits.
Café.
Framage Roquefort.

With the appropriate courses the following wines were served: Xeres, Hunt Sauterne, Chabubertin, Chateau la Rose, Grand Vin, Sec. and Liqueurs.

After the dessert had been disposed of a number of letters of regret were read, among which were letters from Gov. Bartlett, William B. Cooper, Gen. W. H. Dimond, Mayor Gregory of Sacramento, Leland Stanford and many other prominent gentlemen.

The following toasts were then responded to: "Congressional Legislation for the Pacific Coast," by Hon. W. W. Morrow; "Transportation and Railway Enterprises," Timothy Hopkins; "Commercial Interests," W. L. Merry; "Domestic Trade and Productions," President Sanderson of the San Francisco Board of Trade; "Immigration," A. R. Briggs; "Science and Arts on the Pacific Coast," Dr. Harkness; "Southern California," E. P. Roe; "The Future of Southern California," Edwards Roberts; "The Clergy," J. H. Harkness; "Rev. Dr. Barrows," "Our New Citizens," Judge R. B. Canfield; "Our Fruit Interests," Ellwood Cooper (by letter); "Suburban Settlements," Hon. E. B. Hall; "Santa Barbara," Judge E. H. Heacock; "What I Saw in Santa Barbara and My Work Here," W. N. Hawley.

It was a fitting close for the day which first saw Santa Barbara linked with the world of traffic, of commerce and quick transportation by means of iron bands which are to be her future highway of immigration.

Saturday, the day of the great jubilee, appeared to have been hurried for the occasion. Nature herself was in a holiday mood. At 10 o'clock another special excursion of ten cars arrived, bringing about one thousand people from San Francisco, Los Angeles, and places along the way. Altogether it was estimated that there were six thousand strangers in the city—twice the usual population.

State street was handsomely decorated. The long lines of pillars supporting the awnings extending over the sidewalks were festooned with evergreens; flags were stretched across the streets and fluttered gaily in the breeze; building fronts were draped in the national colors; and from every flagstaff, and from many a roof floated the stars and stripes, the emblem of rejoicing. Over all was a cloudless sky flooded with sunshine, and cooled by the delightful sea breeze. Long before the hour for the procession to move the homes of Santa Barbara were emptied into

her streets. The sidewalks were thronged with people, the windows were crowded with spectators; every window along the line of march was filled, and every point of vantage was occupied by the eager and expectant throng. All business was suspended, and Santa Barbara gave herself up to rejoicing, and all the surrounding country, for twenty miles around, had come in to jubilate with her.

The order of march was the same as published in Friday's TIMES. It was a superb and imposing spectacle. One feature of great beauty was its array of school children. Eight lovely girls, carrying bouquets of choice flowers, and dressed in white, made a lovely picture, while the same number of boys—the representative men of Santa Barbara's future—were boys of whom any city might well be proud.

The collection at Burton Mound was a grand success. Twenty-four tables had been spread in the tree-shaded grounds, at the base of which, on one hand, rolled the blue Pacific, and on the other lay the fair gleaming city embowered in green, and fragrant with the breath of its multitudinous gardens of flowers. Tempting viands of every kind were spread upon the board, luscious fruits of all descriptions which belong to this fruitful clime were supplied in prodigious abundance, and everything which is pleasant to the sight and good for food was provided in rich abundance.

As the procession reached the gates the guests dismounted from their carriages, and children showered flowers along the way which they passed.

Proceeding the rich and beautiful collection was "a feast of reason and a flow of soul" that was delightful. Judge Heacock, President of the Day, called the assemblage to order, and the Presidio Band, as an introductory, played the "Red, White and Blue." A fitting address of welcome was then given by the President, reviewing the past of Santa Barbara, and the great work which was at length accomplished, which broke the isolation of a quarter of a century and opened the doors of Santa Barbara to the world.

After further music from the Presidio Band, Gen. Vandever responded in fitting words to the sentiment, "The Southern Pacific." Hon. T. B. Bishop, of San Francisco, made an elegant response to the toast, "Our Distinguished Guests."

The next sentiment was to "The City of Santa Barbara," to which the Hon. C. A. Stokes replied in stirring and magnetic style which thrilled the hearts of his audience. Hon. Russell Heath responded to the "Early Pioneers," and referred to his early days in Santa Barbara, and to those dim old slow-going days when the world was so far off, and to the dead pioneers who had hoped so much for this locality.

To the sentiment, "The City of Santa Barbara," John P. Stearns responded in his happiest manner. It was a theme which always stirs him to eloquence, for his heart is in it. The Past and the Present, called forth the Rev. S. L. Brown, and the picture of contrast which he drew was the work of a master artist, as he was followed with the closest attention. Mr. Stearns, an old long-time resident of Santa Barbara, familiar with its adobe days and its burro transportation, was next introduced, and he, too, was greeted with three cheers and a tiger.

As he retired the invited guests were seated at the tables, and the sumptuous banquet was served.

This closed Santa Barbara's grand jubilee, a day long to be remembered, alike by her guests and her people. She no longer sits in quiet isolation at the gates of the Pacific, walled in by her mountains and dreaming of the sea, for through mountain passes were along the white sands of the beach the iron horse has thundered and the world has traversed her long line of shining rails and with life, change and progress is here with its energizing forces to revolutionize and to push her on to grand advancement and prosperity.

ELIZA A. OTIS.

Successful Enterprise.

Every man or woman who purchased stock in the companies who are selling the Wolf-skill, Porter, Providence and other large ranches, will acknowledge that they never made better or safer investments. The demand for good land is so great that all large ranches that are situated at any reasonable price will certainly bring to the purchaser an immense return on their investment. The same enterprising gentlemen who are so successfully managing the ranches above mentioned have been fortunate enough to secure 12,000 acres of the best land in the famous Lankershim ranch, in the San Fernando Valley, only eight miles from Los Angeles. It is only one and a half miles from the Calhenga foothill land now selling at \$700 to \$1000 per acre. The syndicate who purchased this fine property are about to form a company to own and subdivide and sell this 12,000 acres. The first purchasers of stock will get the land at \$60 per acre by subscribing for the stock at \$100 per share on very easy terms. The sale of stock will begin Tuesday, August 24, at the office of Ryan & Alexander, 27 West First street, and Burch & Bond, 124 West First street.

The names of Dan McFarland, L. T. Garney, S. B. Hunt, S. W. Luitweiler, C. J. Ellis, Clifford Evans, R. C. Shaw, F. C. Garbutt, E. A. Forester and others who are connected with this enterprise are a sufficient guarantee of its good faith and success.

Smokers, Beware!

Unprincipled imitators are endeavoring to do business on the reputation of our DAILY TIMES cigars by placing goods of similar style and name on the market, but of very inferior quality. In order to protect smokers of the original daily times cigars we use this means of calling their attention to the imposition. See that when you call for the DAILY TIMES cigars you receive no others, and be sure that each box is warranted with our signature. M. A. Newmark & Co.

To Operators in Real Estate.

First—We have to offer for sale, as a whole or in part, 65 acres already subdivided or staked, at lowest price of any land in the city limits; also

Second—25 acres of the most beautifully located land near Fulton Wells and adjoining the city on the north; well-watered, highly cultivated vineyard; nice house and barn. Will sell as a whole, and capable of subdivision at a handsome profit. Land and subdivision sells readily.

Third—30 acres of the most beautiful vineyard near the Ballona Railroad station 4 1/2 miles; will sell as a whole; well-improved vineyard; house and two tanks; well watered.

Fourth—30 acres on Western avenue, near Santa Monica avenue; well-improved variety of crops and fruit; house and barn, etc.; cheap. Call at Los Angeles Land Bureau. George W. Frink, President.

That \$500,000 Hotel.

No other city ever had the offer of a half-million dollar hotel and a premium of \$300,000 for accepting it. The company now being organized to build on the magnificent hill at the western terminus of the Temple-street cable road extension will have, after reserving fifty acres for hotel grounds, 1500 lots, the profits on which will pay the entire cost of the hotel, and leave a handsome dividend to the stockholders, besides. Every man, woman and child in Los Angeles should have a share in this great enterprise. The stockholders will elect their own director, and all funds will be held by the Farmers' and Merchants' Bank till a treasurer is elected. Subscription books will be opened in a few days at the office of J. H. Burks, Room 1, Law Building.

"Sunset."

Go west, young man; go west to Sunset!—[Horace Greeley. Sale of lots commences Monday morning, August 15th, at room 16, over Los Angeles National Bank Building, upstairs. E. H. Hall, Secretary.

Central Avenue.

Only a few of those splendid lots in the old Clapp Orchard, at room 16, to be positively advanced next Wednesday. Vernon Land Company, 16 South Main.

Two trains, ten cars each, leave at 9 a. m. for Santa Monica Wednesday, August 24th; returning, leave, one at 4 and one at 5 p. m.

Real Estate.

BARGAINS

—IN—

REAL ESTATE

—AT—

ANAHEIM.

The property known as the

Hinds Brewery Property,

situated in Anaheim, consisting of two original town-lots, 280 feet on Broadway by 180 feet deep. Improvements—One 2-story building, 40x70, with apparatus complete for brewing; one 2-story building with brick cellar, cemented, 32x48; one 1-story building, 18x70 feet; also chicken-house, deep well and pump, with plum and hydrant where needed, plenty of shade-trees; improvements in good order, and cost \$12,000. Price \$6500.

30 acres, 1 1/2 miles north of depot; good land; 10 shares A. W. Water stock; price \$4000.

30 acres one mile south of town, with house, barn, corn crib and deep well; price \$3300.

10 acres, 1/2 mile south of town (in water district); price \$1200.

30 acres, 1/2 mile south of town; price \$3400.

10 acres, in Westminster, good house and barn, artesian well, good orchard; price \$3500.

40 acres, one mile west of depot; good land, small house and well, shade trees; price \$2500.

220 acres, 1 mile south of town; good, moist land, suitable for subdivision; price \$25,000.

25 acres adjoining town; 55 acres in foreign grape, good family orchard, alfalfa patch, with house, out-houses, stock, tools and household furniture; 25 shares A. W. Water stock; price \$3000.

Houses to Rent and for Sale.

Orange Orchards for Sale.

Also corn and alfalfa lands in Westminster, Garden Grove and Artesia.

Free Conveyances to examine property. Correspondence solicited.

PIERCE & LITTLEFIELD,

ANAHEIM, CAL.

25 W. First St. Over L. A. Nat'l Bank.

CHANCES OF QUICK TURNS.

\$1375 cash will buy a share in a syndicate, which is sure to return a very large profit. Call today! See this!

157 acres, near city limits, fronting on the railroad to Ballona, and the very heart of Los Angeles, and on the great new boulevard, 140 feet wide. Flowing water. Cheap and good.

65 acres on Pico street at \$750.

30 acres at Anaheim, improved, \$150.

220 acres moist land three miles west of city limits, \$300 per acre; a bargain.

140 acres 3 miles from city limits, \$300 per acre.

Unclassified.

CALKINS CARRIAGE CO.,

Corner Los Angeles and Arcadia, sole agents for Southern California for

THE STEEL GEAR BUGGY.

Practically Indestructible.

No Wood to shrink, break, decay or wear out.

No bolts or clips to become loose or rattle.

A gear made entirely of steel, riveted together, cannot be broken, will last forever.

MANUFACTURED BY

THE ABBOTT BUGGY CO., CHICAGO.

Also, for the Buckeye Buggy Co., Columbus, O.; R. F. Briggs & Co., Amesbury, Mass.; A. M. Parry & Co., Amesbury, Mass.; Hiram W. Davis & Co., Cincinnati, O.; Dayton Buggy Co., Dayton, O. Repairing, painting and trimming.

NOW READY.

ARROWHEAD

HOT SPRINGS HOTEL.

MED. MINERAL

—AND—

FAVOR BATHS

A charming resort for health pleasure and rest, on west slope of Sierra Madre Range, 6 miles north of San Bernardino, 2000 feet above and 55 miles from the sea. All modern appliances. Telephone connection. Send for circular. Address

H. R. DABY, Manager.

Arrowhead Hot Springs, San Bernardino, Cal.

Or to B. F. Coulter, corner Spring and Second streets, Los Angeles.

Z. REED,

Manufacturer and Dealer in

SADDLES AND HARNESS,

WHIPS, COLLARS, ROBES, ETC.

Repairing Promptly Attended to and Neatly Done.

32 E. First, cor. Vine St., Los Angeles, Cal.

THE NEW PARAGON

THE BEST IN THE WORLD.

The undersigned have this day been appointed Sole Agents for Southern California for the sale of the "Paragon School Furniture," and are now prepared to quote LOWEST RATES to all requiring a FIRST-CLASS SCHOOL DESK.

LAZARUS & MELZER,

tional Booksellers Los Angeles, Cal.

SOUTH LOS ANGELES-DIVISION

of the property—A meeting of the subscribers to the South Los Angeles tract will be held at the saleroom of the Southern California Land Company.

BAKER BLOCK, ON SATURDAY, 20TH INST., AT 1 O'CLOCK P. M.,

to divide and distribute the lots subscribed for, SOUTHERN CALIFORNIA LAND COMPANY, 24 N. Main st.

The Iron Sulphur Springs Hotel

AT FULTON WELLS

WILL BE CLOSED AFTER AUGUST 1ST. The house is to be thoroughly renovated and refitted, after which it will be reopened.

GEORGE H. FULLERTON,

President Pacific Land Improvement Co.

TAPEWORM

hours with head complete, or no charge, by a safe and mild remedy. No hindrance from business.

No fee in advance. J. C. MICHENER, M.D., homeopathic physician, Pasadena.

Real Estate.

BARGAINS

—IN—

REAL ESTATE

—AT—

ANAHEIM.

The property known as the

Hinds Brewery Property,

situated in Anaheim, consisting of two original town-lots, 280 feet on Broadway by 180 feet deep. Improvements—One 2-story building, 40x70, with apparatus complete for brewing; one 2-story building with brick cellar, cemented, 32x48; one 1-story building, 18x70 feet; also chicken-house, deep well and pump, with plum and hydrant where needed, plenty of shade-trees; improvements in good order, and cost \$12,000. Price \$6500.

30 acres, 1 1/2 miles north of depot; good land; 10 shares A. W. Water stock; price \$4000.

30 acres one mile south of town, with house, barn, corn crib and deep well; price \$3300.

10 acres, 1/2 mile south of town (in water district); price \$1200.

30 acres, 1/2 mile south of town; price \$3400.

10 acres, in Westminster, good house and barn, artesian well, good orchard; price \$3500.

40 acres, one mile west of depot; good land, small house and well, shade trees; price \$2500.

220 acres, 1 mile south of town; good, moist land, suitable for subdivision; price \$25,000.

25 acres adjoining town; 55 acres in foreign grape, good family orchard, alfalfa patch, with house, out-houses, stock, tools and household furniture; 25 shares A. W. Water stock; price \$3000.

Houses to Rent and for Sale.

Orange Orchards for Sale.

Also corn and alfalfa lands in Westminster, Garden Grove and Artesia.

Free Conveyances to examine property. Correspondence solicited.

PIERCE & LITTLEFIELD,

ANAHEIM, CAL.

25 W. First St. Over L. A. Nat'l Bank.

CHANCES OF QUICK TURNS.

\$1375 cash will buy a share in a syndicate, which is sure to return a very large profit. Call today! See this!

157 acres, near city limits, fronting on the railroad to Ballona, and the very heart of Los Angeles, and on the great new boulevard, 140 feet wide. Flowing water. Cheap and good.

65 acres on Pico street at \$750.

30 acres at Anaheim, improved, \$150.

220 acres moist land three miles west of city limits, \$300 per acre; a bargain.

140 acres 3 miles from city limits, \$300 per acre.

Unclassified.

CALKINS CARRIAGE CO.,

Corner Los Angeles and Arcadia, sole agents for Southern California for

THE STEEL GEAR BUGGY.

Practically Indestructible.

No Wood to shrink, break, decay or wear out.

No bolts or clips to become loose or rattle.

A gear made entirely of steel, riveted together, cannot be broken, will last forever.

MANUFACTURED BY

THE ABBOTT BUGGY CO., CHICAGO.

Also, for the Buckeye Buggy Co., Columbus, O.; R. F. Briggs & Co., Amesbury, Mass.; A. M. Parry & Co., Amesbury, Mass.; Hiram W. Davis & Co., Cincinnati, O.; Dayton Buggy Co., Dayton, O. Repairing, painting and trimming.

NOW READY.

ARROWHEAD

HOT SPRINGS HOTEL.

MED. MINERAL

—AND—

FAVOR BATHS

A charming resort for health pleasure and rest, on west slope of Sierra Madre Range, 6 miles north of San Bernardino, 2000 feet above and 55 miles from the sea. All modern appliances. Telephone connection. Send for circular. Address

H. R. DABY, Manager.

Arrowhead Hot Springs, San Bernardino, Cal.

Or to B. F. Coulter, corner Spring and Second streets, Los Angeles.

Z. REED,

Manufacturer and Dealer in

SADDLES AND HARNESS,

WHIPS, COLLARS, ROBES, ETC.

Repairing Promptly Attended to and Neatly Done.

32 E. First, cor. Vine St., Los Angeles, Cal.

THE NEW PARAGON

THE BEST IN THE WORLD.

The undersigned have this day been appointed Sole Agents for Southern California for the sale of the "Paragon School Furniture," and are now prepared to quote LOWEST RATES to all requiring a FIRST-CLASS SCHOOL DESK.

FARM AND RANGE.

EDUCATING COLTS.

How the Horse's Usefulness Can Be Increased.

A horseman gives this advice through the columns of the Farm and Range: Having taught the colt to walk briskly and fearlessly to stop at the word "Whoa," and to start promptly at the command to "Get up," you may now teach him the next lesson—to trot. So far you will have occasion to use only the term "Get up," "Steady" and "Whoa." You now want the colt to trot. Use the "Click" and start on a run and the colt will follow your example. If not, a whip may be carried in the left hand and the colt touched lightly on the hind legs, for while I deprecate the use of a whip as a means of punishment, it may be used as a help in educating a colt.

The best position, and in fact the only safe and proper position to take in leading a colt or a horse is in front of the left shoulder. You can then take the halter in the left hand, and placing the right hand on the colt's neck, just in front of the top of the colt's shoulder, you will find it a great help when the colt is moving on a sharp trot. In training the colt to trot it should be encouraged to increase its speed, but never allowed to break. If it breaks, should be stopped and taken back and started over the same ground at a more moderate pace. All that is required now is to repeat the lessons and make no mistakes. Kindness and patience in the halter-training of a colt are of the utmost importance.

One more halter lesson is yet to be given, and a very important one, namely, to teach him to stand tied without pulling on the halter. See that the halter is strong in every part and that the ring or bar to which it is to be fastened cannot be pulled out or broken. In the case of a colt two or three years old it would be advisable to have, in addition to the halter, a strap around its neck, with a strong rope and fastened the right length to receive a portion of the strain. But this is not necessary with the colt we are now training.

Having adjusted the halter, lead the colt into the stall and made the halter fast and pass out quickly. The colt will naturally want to follow, and when he feels the restraint, will be likely to pull. If the floor is plank and a little slippery, so that he falls, all the better. Let him get up when he chooses to. He will not be likely to make the second trial. Leave him, but keep within hearing distance, and occasionally take a look to see that all is right. When he has become reconciled to his situation, pass quietly up to his head and give him a little feed. Do not leave him tied and go out of hearing distance, nor leave him tied at night until he is quite reconciled to his new condition.

Now you may tie him alongside of another horse in the team and drive him till he becomes accustomed to the sight and sound of the wagon. You will also lead him up to objects that you want to get him accustomed to. Put a blanket on him quietly, handle his feet and get him accustomed to brush and curry-comb. A good time to do this is when he is a little warm and his skin itches, at the close of his lesson. His halter education is now finished, and if no mistakes have been made, a good foundation is laid for future harness training.

The Destructive Power of Torpedoes.

[Iron.] The destructive power of torpedoes was recently illustrated in the Resistance experiments; but no exact account of their actual has yet been published, as far as we know, of their use in action warfare. Although the destruction of the Chinese corvette Yang Wo during the fight between the French and the Chinese at Fochow has almost been forgotten, no authentic report of the encounter has ever reached us. The account just given of the annihilation of the Chinese vessel by a close eye witness is therefore doubly interesting. The writer says that the French flag-ship had two torpedo boats attached to her at the gangways. The ship was about 300 yards below the Yang Wo. As soon as the firing commenced, both boats attacked the Chinese vessel. The first one fired her torpedo directly under the Yang Wo's after gangway—starboard side. No damage whatever was done to the ship; but the officer in charge of the torpedo boat was wounded in the chest by the return action of the torpedo. The other had in the meantime attacked the ship forward, a little abaft the cathead, on the same side. This torpedo was in direct contact with the ship. The effect was that, when the torpedo exploded, it penetrated the fore magazine, or rather the fire from it did. This blew up, and the whole forward part of the ship was demolished. This all happened within three minutes. The remainder of the wreck drifted ashore, and remained for several days. The Yang Wo was a wooden corvette of fourteen guns. The torpedoes used were booms—contact ones.

Contracts for Cruiser No. 5.

[San Francisco Post, Aug. 18th.] Contracts were signed today by the Union Iron Works Company and the Carnegie-Phipps Company, of Pittsburgh, and the Pacific Rolling Mills Company to furnish the material for cruiser No. 5, which is to be built at the yards in the Potrero. The Carnegie-Phipps Company is to provide the steel and the local company will do all the rolling required, here and provide some heavy castings.

Is Patriotism Dead?

[Baltimore American.] The masterly inactivity maintained by the Government in regard to the (Eastern) fisheries matter must soon become an occasion of profound shame. Every step made seems to tend more and more toward national humiliation.

"Sunset."

Situated on the line of the new Santa Monica steam motor foothill railroad, is twelve miles from Los Angeles and five miles from Santa Monica. Sale, Monday, August 16th, room 16, over Los Angeles National Bank. E. E. Hall, Secretary.

Fresno County At the Front.

Fresno is advertising a public meeting at Armory Hall, Tuesday evening, the 23d inst., and an excursion from this city to Fresno and return at \$11 for the round trip, Thursday, August 23th.

The unprecedented rush for lots in the Wolfcreek Orchard tract still continues at the office of the Los Angeles Land Bureau, No. 29 West First street. The sales for two days amount to over one million dollars.

The Barton Land and Water Company.

\$150 cash, and \$250 September 1st, will purchase ten acres of Barton Land and Water Company stock, worth \$1000. Apply to W. P. McIntosh, 122 N. Spring street.

Don't Fail to Leave

Your property with Ross, Atwater & Co., if you want quick returns. 10 South Front Street.

Notary Public and Commissioner

For New York State and Arizona Territory. G. A. Dobinson, 42 North Spring street.

A Safe Speculation.

See "ad" of the great hotel company.

Real Estate.

FOR SALE—BARGAINS.

McConnell, Bandholt & Merwin, 230 North Main Street.

Three lots on Adams st. and Highland ave. \$1500 each—Five lots on west side of Figueroa st., between Washington and Pico; lots 20x150, to an alley.
\$1500—Lot 50x150, to an alley, on Pico.
\$1500—Lot 50x150, to an alley, on Adams st.
\$2000 each—Two lots in University addition.
Seven beautiful lots on Angelino Heights, near Hall's mansion, cheap.
Corner lot on Adams st., 50x200, dotted with orange and pear trees, choice grapes, nice hedge; just the place for a lovely home; \$2500 will buy it.
\$1200—Lot 50x200, to an alley; clean side; fronts on the beautiful Elendale Park; cement sidewalks.
Lot 50x150 on west side of Figueroa, near Pico st., covered with orange trees; only \$6750.
\$2500—Lot 50x150 on Otway ave., between Tenth and Eleventh; 300 feet of Pearl; clean side, near H.
\$800—Lot in City Center tract; clean side.
\$800—Lot will buy two lots in Sisters of Charity tract.
\$6000 will buy two lots, corner Temple and Figueroa sts., worth \$7500, and well worth it, too.
\$1500 spot cash, for choice residence lot on Philadelphia, three blocks of postoffice.
\$1500—Corner lot on Eighth, just off of Main.
\$1200—Corner lot on Ninth st.
\$300 per front foot—Choice business lot on Second st.
\$1200—Lot 50x200, near Otway; \$100 per acre.
50 acres, three miles west of city; \$350 per acre.
50 acres on Main street, four miles from city; \$125 per acre; now, speculators, but never allowed to break. If it breaks, should be stopped and taken back and started over the same ground at a more moderate pace. All that is required now is to repeat the lessons and make no mistakes. Kindness and patience in the halter-training of a colt are of the utmost importance.

One more halter lesson is yet to be given, and a very important one, namely, to teach him to stand tied without pulling on the halter. See that the halter is strong in every part and that the ring or bar to which it is to be fastened cannot be pulled out or broken. In the case of a colt two or three years old it would be advisable to have, in addition to the halter, a strap around its neck, with a strong rope and fastened the right length to receive a portion of the strain. But this is not necessary with the colt we are now training.

McConnell, Bandholt & Merwin.

Real Estate Agents, 230 North Main St.

MELROSE.

The Beautiful, To the Front!

GRAND IMPROVEMENTS!

A SUBURBAN TOWN OF MERIT!

The new foothills railroad to Santa Monica built through Melrose and will be in full operation inside of sixty days. Water piped to every lot. Several fine residences to be built at once. The great improvements now in progress will double the value of all lots.

SEE IT! SEE IT!

BUY NOW! BUY NOW!

Lots from \$350 to \$450 for a few days only.

Carriages at any hour of the day from

McCarthy's

California Land Office,

23 WEST FIRST STREET.

Acres at \$175. Acres at \$300.

BETTER THAN TOWN LOTS!

—THE EAST—

Centinel and Sausal Redondo Ranches

Have been subdivided and are now on the market in any quantity from five acres upwards. This rich land is on the line of the

Santa Fe Railroad to Ballona Harbor

AND REDONDO BEACH.

And only ten miles from the Plaza in Los Angeles.

FOR TERMS AND PRICES CALL ON

CHILDS & SILENT,

No. 8, S. Main St., Los Angeles.

Gilt Edge Property.

2 Lots on Temple street, \$1500
6 Room Cottage in Highland Addition, 2000
207, 209, 211, 213, 215, 217, 219, 221, 223, 225, 227, 229, 231, 233, 235, 237, 239, 241, 243, 245, 247, 249, 251, 253, 255, 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, 323, 325, 327, 329, 331, 333, 335, 337, 339, 341, 343, 345, 347, 349, 351, 353, 355, 357, 359, 361, 363, 365, 367, 369, 371, 373, 375, 377, 379, 381, 383, 385, 387, 389, 391, 393, 395, 397, 399, 401, 403, 405, 407, 409, 411, 413, 415, 417, 419, 421, 423, 425, 427, 429, 431, 433, 435, 437, 439, 441, 443, 445, 447, 449, 451, 453, 455, 457, 459, 461, 463, 465, 467, 469, 471, 473, 475, 477, 479, 481, 483, 485, 487, 489, 491, 493, 495, 497, 499, 501, 503, 505, 507, 509, 511, 513, 515, 517, 519, 521, 523, 525, 527, 529, 531, 533, 535, 537, 539, 541, 543, 545, 547, 549, 551, 553, 555, 557, 559, 561, 563, 565, 567, 569, 571, 573, 575, 577, 579, 581, 583, 585, 587, 589, 591, 593, 595, 597, 599, 601, 603, 605, 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2001, 2003, 2005, 2007, 2009, 2011, 2013, 2015, 2017, 2019, 2021, 2023, 2025, 2027, 2029, 2031, 2033, 2035, 2037, 2039, 2041, 2043, 2045, 2047, 2049, 2051, 2053, 2055, 2057, 2059, 2061, 2063, 2065, 2067, 2069, 2071, 2073, 2075, 2077, 2079, 2081, 2083, 2085, 2087, 2089, 2091, 2093, 2095, 2097, 2099, 2101, 2103, 2105, 2107, 2109, 2111, 2113, 2115, 2117, 2119, 2121, 2123, 2125, 2127, 2129, 2131, 2133, 2135, 2137, 2139, 2141, 2143, 2145, 2147, 2149, 2151, 2153, 2155, 2157, 2159, 2161, 2163, 2165, 2167, 2169, 2171, 2173, 2175, 2177, 2179, 2181, 2183, 2185, 2187, 2189, 2191, 2193, 2195, 2197, 2199, 2201, 2203, 2205, 2207, 2209, 2211, 2213, 2215, 2217, 2219, 2221, 2223, 2225, 2227, 2229, 2231, 2233, 2235, 2237, 2239, 2241, 2243, 2245, 2247, 2249, 2251, 2253, 2255, 2257, 2259, 2261, 2263, 2265, 2267, 2269, 2271, 2273, 2275, 2277, 2279, 2281, 2283, 2285, 2287, 2289, 2291, 2293, 2295, 2297, 2299, 2301, 2303, 2305, 2307, 2309, 2311, 2313, 2315, 2317, 2319, 2321, 2323, 2325, 2327, 2329, 2331, 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THE SPY OF THE SHENANDOAH.

Moody Made Use of the Yankee Peddler to Buy Goods for His Men. (St. Louis Letter to New York Sun.)

Mr. John W. Munson, of this city, who was with Col. Moody during the war, tells some interesting facts about the Shenandoah, the Union spy of the Shenandoah, who died at Jamestown, N. Y., last Wednesday. Mr. Munson said:

"I was riding with Col. Moody one day in 1864 on a scouting trip when one of our men rode up and informed the Colonel that a Yankee peddler had just driven into Middleburg, Va., with a wagonload of goods. We met old Worsley, as he told us his name was, a few hours after, sitting in his wagon with his wife by his side. Moody asked him a few questions and got very straightforward answers, and with no more delay said to him:

"Now, Worsley, let's understand each other from the start. You are a Yankee spy sent up here to try to catch me or my men, but we have been catching sutlers too long to be caught by a poor specimen as you. I want to make use of you, and, as I intend to trust you, I want you to do the shopping for my command. We will give you orders to fill in Baltimore and Washington and you bring us the goods and make your big profits on them and I will protect you. If any of my men harm you I will punish them."

"You can carry this on just as long as you choose, for you have only to report to your masters in Washington, after you return from each trip after me, that you have not quite caught me yet, but you hope to do so the next time. I'll give my men notice that they can begin making up their orders for you at once. Recollect, I don't object to your taking back all the information you choose, nor to your trying to catch me or my men. If it amuses you I don't hurt us. All I require of you for the protection I grant you, instead of having you shot, is that you fill our orders promptly. What do you say?"

"Old Worsley was too smart a trader not to see that this was a grand chance for him, and he not only accepted the Colonel's offer but lived up to it honestly, and made plenty of money by it. At the first meeting with him I gave him an order for eight yards of gray corduroy, with all the necessary buff and gold trimmings, buttons, lining, etc., for a nobly suit, also for a soft hat with gold cord and ostrich plume, also a pair of fine cavalry boots, and lastly, for the handsomest doll baby he could find in Baltimore. Col. Moody ordered a sack of coffee and some other goods."

"Worsley went back loaded with orders, and in due time he came back with every order filled. He charged me with \$4 a yard for the corduroy, \$10 for the hat, \$15 for the boots, and \$20 for the doll baby, but he paid me \$2 a pound for a big box of chewing tobacco. He not only filled orders for Moody's men, but for citizens generally, buying articles ordered. We looked upon him as a godsend, and never thought of being suspicious of him. We knew our man for well."

"Had the authorities in Washington who employed him not seen through his little game and put a stop to it, he might have kept up his peddling to the end of the war. Finally, when he was found out by his superiors, he informed some Baltimore merchants who had sold him goods, knowing they were to go South, and had them arrested. This is the only thing we had against him. Col. Moody never tried to catch him, for Worsley admitted very frankly who he was as soon as he heard Col. Moody's favorable disposition. Nor did the Colonel ever set any handsome young lady to 'spy upon him,' and Worsley never led any handsome young lady through swamps and by-roads for his Union passes, as Mosby's protection made travelling along the main turnpike much handier. Mosby never put a pistol to Worsley's head; never threatened to shoot him; never fought a duel with Gen. Lee's nephew about him, and never became his warm friend."

"HELL ON THE WABASH."

An Agent of the Road Tells How the Saying Originated.

(San Francisco Examiner.) "Hell on the Wabash." How this saying originated has puzzled the brain of many a railway official. Many have had their theories regarding it, but none have been positive of the correctness of their opinions. When Jay Gould took the line in tow it was in a state of bankruptcy, and it has been the belief that the saying arose from the road's misfortunes. When anything extraordinary happened with any railroad, when a train was derailed, when two trains collided, or when a strike of any of the employees occurred on any of the lines, railway men would give expression to their feelings by the common saying: "There's hell on the Wabash," and this quotation has done duty as a headline on many a newspaper article.

Yesterday E. H. Coffin, Ticket Agent of the Wabash Western, at St. Louis, arrived in the city, and a number of his friends here gathered in the Wabash office to talk over all times. In a short time a discussion arose as to the origin of the quotation, and several opinions were expressed.

Mr. Coffin said he knew how it came into existence, and was persuaded to tell.

"The story in late years," said Mr. Coffin, "has never been told correctly, it happened in this way: It was one night in the fall, many years since, that General Passenger Agent Townsend, of the Wabash—then of the Missouri Pacific—and myself were coming from Detroit to St. Louis. About 10 o'clock at night Mr. Townsend went into the smoking-room of the sleeper to take a night-cap. He filled the glass with spirits and was just raising it to his mouth when there came a bump and a roll and the train was derailed, and the spirits were spilled from the glass. As he had no more, Mr. Townsend was sorely disappointed. This happened near Fort Wayne, Ind., and when he got to the station he telegraphed to General Passenger Agent Chandler, of the road—now holding the same position with the Missouri Pacific—"There's hell on the Wabash." Mr. Chandler thought it so funny that he showed the dispatch to many of his friends, and in that way the saying circulated so extensively that it is now a common saying all over the country."

African Diamond Mining.

As a romantic, precarious occupation diamond seeking is at an end. The whole business is reduced to a system, and is as prosaic and well organized as making calico or any other industry. The doctrine of averages has fixed within pretty close limits the yield of diamonds in carats per so many cubic set of ground, and the value of the diamonds varies according to the fluctuations of trade. A good harvest in America means so many shillings a set in Kimberley, and war rumors on the Continent depress the diamond market with surprising rapidity. The individual digger has long since disappeared, and his place has been taken by joint stock companies, whose shares

are in great demand. The pick and shovel have been superseded by dynamite. Regular mining under ground is coming more and more into vogue, instead of the open quarry system which created the huge pits and chasms that astonish the visitor. One thing only is constant—peculiar to the soil we tread. Now, as ever, all the manual work about the mine is done by black labor; the white man is an overseer, a boss, perhaps a mechanic; but the actual work—the drilling, the striking, the manual labor is done by the natives, of whom some 15,000 to 20,000 are constantly employed, and have been employed since the discovery of the fields in constant changing relays. Every tribe in South and Southeastern Africa meet in this vast labor exchange. They tramp down from regions where no white man has ever penetrated, work a few months, and plod wearily back, loaded with their modest purchases and filled with such lessons as the compounds and the canteens of Kimberley teach. Their wages are good—now—15s. a week. A few years ago they got 30s., but the supply of labor has overtaken the demand, and the necessities of life are cheaper. Only quite lately the companies have taken to shutting their natives up in large barracks or compounds to prevent the theft of diamonds, which took place to a ruinous extent.

A Fine Investment. Stock in the company organized to purchase 12,000 acres in the famous Lankershim ranch, in the San Fernando Valley, adjoining the high-priced Providencia land; only \$65 per acre to purchasers of stock. See ads. or call on Byram & Poindexter, No. 27 West First street, or Burch & Boal, 136 West First street.

Hotel Palmyra, Orange, Cal. This hotel, which is first-class in all of its appointments, is now open for the entertainment of guests. C. C. Culver, proprietor; J. J. Martin, manager.

Highland Brand Condensed Milk Is cream. Try it instead of cream on fruits. In tea, coffee or chocolate equal to cream.

E. C. Burlingame, grading contractor, is the most reliable man in the business in the city.

Medical. S. S. S. TRADE MARK.

A Positive Proof That Cancer Can Be Cured.

Mr. A. R. Shands is a well-known farmer, whose residence is in Spartanburg, S. C. He is a man of means and education. His standing in his community is a proof for truth and probity. While Mr. Shands refrains from using the word cancer, the facts he gives settle the question of the nature of his disease. He says his physicians never said the sore was a cancer, but that they all warned him that there was great danger that it might turn into a cancer. At any rate none of them could afford Mr. Shands the slightest relief, and finally he was cured by S. S. S., the finest and only absolutely certain blood purifier in the world. Below is Mr. Shands' own letter about this cure. Let any one suffering from a similar ailment write to Mr. Shands and learn from him the exact effects of the wonderful medicine that cured him.

SPARTANBURG, S. C., April 2, 1887. GENTLEMEN: For twenty years I have had a sore on my left cheek. It had gradually been growing worse. The many physicians whom I had consulted were unable to do me any good. Last fall a year ago I began using S. S. S. At first it inflamed the sore and it became more virulent than ever; so much so, indeed, that my family insisted that I should leave the medicine. I persisted in using the S. S. S. At the end of two months the sore was entirely healed. Thinking that the evil was out of my constitution, I left off the medicine; but in November, ten months after, a very slight breaking out appeared. The sore began again on S. S. S., and now that it is also disappearing. I have every faith in S. S. S. It has done me more good than all the doctors and other medicines I ever took.

Yours truly, A. R. SHANDS.

Treatise on Blood and Skin Diseases mailed free. For sale by all druggists. THE SWIFT SPECIFIC COMPANY, Drawer 3, Atlanta, Ga.

Dr. Steinhart's

ESSENCE OF LIFE!

This Great Strengthening Remedy and Nerve Tonic POSITIVELY CURES

Nervous and Physical Debility, Exhausted Vitality, Involuntary Weakening Drains upon the System, no matter in what manner they may occur. Weakness, Lost Manhood in all its complications, Prostration, and all the evil effects of youthful follies and excesses.

A Permanent Cure Guaranteed PRICE, \$2.50 PER BOTTLE.

Or five bottles for \$10.00. Sent upon receipt of price or C. O. D. to any address, secure from observation. Communications strictly confidential. Call or address

DR. P. STEINHART, NO. 34 NORTH MAIN STREET, Opposite new Postoffice Building, Los Angeles, California.

N. B.—Also the Essence of Life is put up in pill form. Price, \$2.50 per box, or five boxes for \$10.00. Office hours: 9 a. m. to 3 p. m.; 6 to 8 p. m. Sunday, 2 to 3 p. m.

ELECTRO-MAGNETISM,

THE NEW MEANS OF CURE.

DR. E. ROBBINS'S ELECTRO-MEDICAL INSTITUTE.

Corner First and Spring sts., entrance on First st., is now fitted up, at considerable expense, with everything that is necessary to cure chronic and so-called incurable diseases by the electrical apparatus in the world. Turkish and Russian baths; also Electric, Sulphur and Eucalyptus baths. Dr. Robbins has had several years' experience in the Australian colonies, San Francisco, Salt Lake City, Denver, and five years in Los Angeles; and hundreds of leading citizens can testify to the wonderful effects of electricity in curing cases of chronic diseases when all else had failed, and therefore all persons suffering should try this new remedy before abandoning all hope. After every medical treatment the patients are given the Massage treatment by persons of their own sex. The doctor diagnoses diseases, without explanation from the patient. His office hours are from 9 to 12, 1 to 5 and 7 to 9.

TO THE PUBLIC.

I have been suffering with catarrh of the head for several years. Have tried several remedies, but they all failed to relieve me. A short time since I tried Dr. Weng's Liniment. Upper Main st., and I am now well.

MISS J. A. CRAIG, Los Angeles city, Cal., corner Howard and Macy sts.

PILES. DR. COOPER'S INFALLIBLE Pile Remedy. Purely vegetable and pleasant to take. A perfect cure guaranteed. For sale by C. H. HANCE, druggist, 7 and 9 North Spring street.

MRS. COOPER, MAGNETIC AND Mental Healer, celebrated for her remarkable cures. Parlors at Clifton House, Temple street, Los Angeles. Hours, 9 to 12, 2 to 5, 7 to 9, daily.

Real Estate.

OF INTEREST TO INVESTORS

REAL ESTATE!

One of the Finest Pieces of Business Property in the City.

Lot 50x165 on Spring Street, Near Third Street.

This Very Fine Property is Offered for Sale at the Extremely Low Price of \$875 Per Front Foot, for a Short Time Only.

BAER & BRANDT, 38 South Spring Street.

THIS BEAUTIFUL PROPERTY Is less than 1 1/2 miles from new Santa Fe Depot, commands fine view of mountains, San Fernando Valley and city; well-improved, fruit trees, flowers, hedge, windmill, tank, small house, etc. Hydrants carry water to every portion of property.

Fine for subdivision. SOTO STREET. 300 feet. A CHANCE! \$7500. Nearly Five Acres. One-third cash, balance 6 and 12 months, with interest.

CORNWELL STREET. STAUNTON & MATTHEWS. No. 3 North Main. Free carriage.

BARGAIN! Corner Flower and Ninth, 150x155 to Twenty-foot Alley in Rear.

\$100 PER FOOT! ONLY ONE-THIRD CASH! HISCOCK & SMITH, OWNERS, 34 North Spring St.

WHAT ARE YOU DOING? Drying lots three and four miles from center of city for from \$500 to \$2000 each.

WHAT WILL WE DO? Sell your lots in more desirable locations on the hills, inside the 1/4-mile circle, easy of access and beautiful lots, from \$500 to \$1200 each, before you buy. It will pay you, as "the hills are booming." Terms easy.

EAST SANTA MONICA. "The Gem by the Sea." The fairest tract on the coast. Lots are selling fast. Those that bought six weeks ago are selling for 100 per cent. profit. Carriage meets all trains at Santa Monica. A free ride to the tract.

R. A. CRIPPEN & SON, No. 2 Market Street, Opp. Courthouse. FOR SALE—A BARGAIN—SIXTY ACRES OF FINE LAND. Well improved—For sale cheap.

20 acres in splendid grapes in full bearing; 20 acres in English walnuts and other varieties of fruit; 5 acres in alfalfa and 5 acres of naval oranges. Any amount of water. Nearly the entire tract is surrounded by hedge and seven-wire fence. A good two-story house, well finished. This is one of the finest properties in Los Angeles county.

Any one seeking a desirable home or investment should examine this property. NESSMORE & CO. No. 15 West Second street.

Lumber. WILLAMETTE STEAM MILLS LUMBERING AND MANUFACTURING CO. (Formerly the Oregon Lumber Co.) OREGON PINE AND CALIFORNIA REDWOOD LUMBER

Of every description at their new yard ON DATE, CHAVEZ AND MISSION STS. Particular attention paid to orders for unusual lengths and dimensions. Orders solicited.

J. A. HENDERSON, President. J. R. SMITH, Vice-President and Treas. Wm. F. MARSHALL, Secretary. SOUTHERN CALIFORNIA LUMBER COMPANY! LUMBER AND BUILDING MATERIAL. Office and yard 150 E. First st., Los Angeles, Cal.

THE W. H. PERRY LUMBER AND MILL CO.'S LUMBER YARD AND PLANING MILLS Commercial Street.

Real Estate.

WE GUARANTEE

Free Water Piped to Every Tract of Land, and Require None of the Deferred Payments Until This is Done.

Water system will be completed in thirty days.

Hotel will be built by November 15, 1887.

No Scalebugs. Finest land in the State.

Agent, with teams, always at San Fernando to show property.

Acre property and town lots.

TERMS: Five Per Cent. Cash, 29 Per Cent. in Thirty Days; Balance in One and Two Years, with 8 Per Cent. Interest.

Porter Land and Water Co.,

JOHN B. BASKIN, Secretary.

Room 9, Los Angeles National Bank Building,

DIRECTORS—Jesse Yarnell, Dan McFarland, L. T. Garnsey, E. A. Forrester, John B. Baskin.

Real Estate—Lankershim Ranch.

12,000 —:- ACRES —:- 12,000

In the Lankershim Ranch, Only Eight Miles from the City Limits,

THE CREAM OF THE SAN FERNANDO VALLEY LANDS

ABUNDANT WATER

A syndicate of well-known capitalists having purchased 12,000 acres of the best land in the famous Lankershim Ranch, are about to form a company to subdivide and sell this choice land. The land will cost purchasers of stock only \$65 per acre, which is less than half the price of other lands of the same quality in that locality. We know of no better opportunity to double an investment in a short time. This land joins the Providencia Rancho, where land is selling at \$200 per acre. The company will be organized with a capital of \$780,000, divided into 7800 shares of a par value of \$100 each. Only a limited amount of the stock will be sold.

The stock will be sold on the following easy terms: 15 per cent. cash, 25 per cent. September 10, 1887, 30 per cent. July 1, 1888; interest 5 per cent. per annum; 30 per cent. July 1, 1889; interest 5 per cent. per annum.

On these terms any one can afford to buy stock. The sale of stock will begin on Tuesday, August 2d. All who wish to subscribe should apply at once, as it will be taken up rapidly.

—A LEADING FEATURE IN THIS ENTERPRISE IS THAT—

Subscribers will be Allowed to Take Land at an Appraised Value by Surrendering Stock, UNDER AN ARRANGEMENT TO BE MADE BY THE DIRECTORS.

BYRAM & POINDEXTER, 27 West First Street, —:- or —:- BURCH & BOAL, 136 West First Street.

—OR INFORMATION CAN BE HAD FROM—

Dan McFarland, L. T. Garnsey, Samuel B. Hunt, J. S. Tonner, F. C. Garbutt, S. W. Luitweiler, C. J. Ellis, R. C. Shaw, A. P. Hoffman, C. W. Smith, W. F. O'Dea.

Real Estate—Central Park Tract.

Go Early! —:- Go Early! —:- Go Early!

AND GET YOUR CHOICE OF THE BEAUTIFUL LOTS IN THE

Central Park Tract!

THESE LOTS WILL BE IN GREAT DEMAND, AND THE DEMAND WILL GROW AS THE CONTEMPLATED SUB

STANTIAL IMPROVEMENTS ARE CARRIED OUT. AMONG THESE ARE A BEAUTIFUL PARK, WHICH IS ALREADY

COVERED WITH HANDSOME, WELL-GROWN ORNAMENTAL AND FRUIT TREES, AND A STREET

RAILROAD, WHICH WILL BE BUILT AT ONCE WITH ALL POSSIBLE SPEED. CARS

WILL BE RUN BY STEAM MOTOR TO THE CITY LIMITS AND THENCE

WITH HORSES TO THE CENTER OF THE CITY, THUS INSURING

Rapid Transit for One 5-Cent Fare, Without Change of Cars.

The market does not offer a better opportunity for homes or investment. Large, level lots, highly improved.

Good soil, water and climate. Fine neighborhood. Everything to attract the home-seeker. TERMS EASY.

For maps and price-lists apply at the office of

DAY, HINTON & MATHES,

NO. 8 NORTH SPRING STREET,

Or to Any Reliable Real-Estate Agent.

Go Early! —:- Go Early! —:- Go Early!